



SEASON =
= OF
• 1895 •

A Ramble and a Rest

ON THE
POPULAR *AND* SCENIC
• ROUTE •

gh Express Trains are
hted by Electricity.

NEW BRUNSWICK



NO OTHER ROUTE
IN
AMERICA
PRESENTS TO
PLEASURE-SEEKERS
AND
INVALIDS
SO MANY
UNRIVALLED
ATTRACTIONS.

PURE AIR,
SPLENDID
SEA BATHING,
AND A
PERFECT PANORAMA
OF
DELIGHTFUL VIEWS.

SPORTSMEN
WILL FIND THE
RIVERS, LAKES
AND WOODS
ALONG THE
INTERCOLONIAL
UNEQUALLED.

TINGHOUSE
UTOMATIC AIR BRAKE ON
PASSENGER TRAINS.

CAPE BRETON

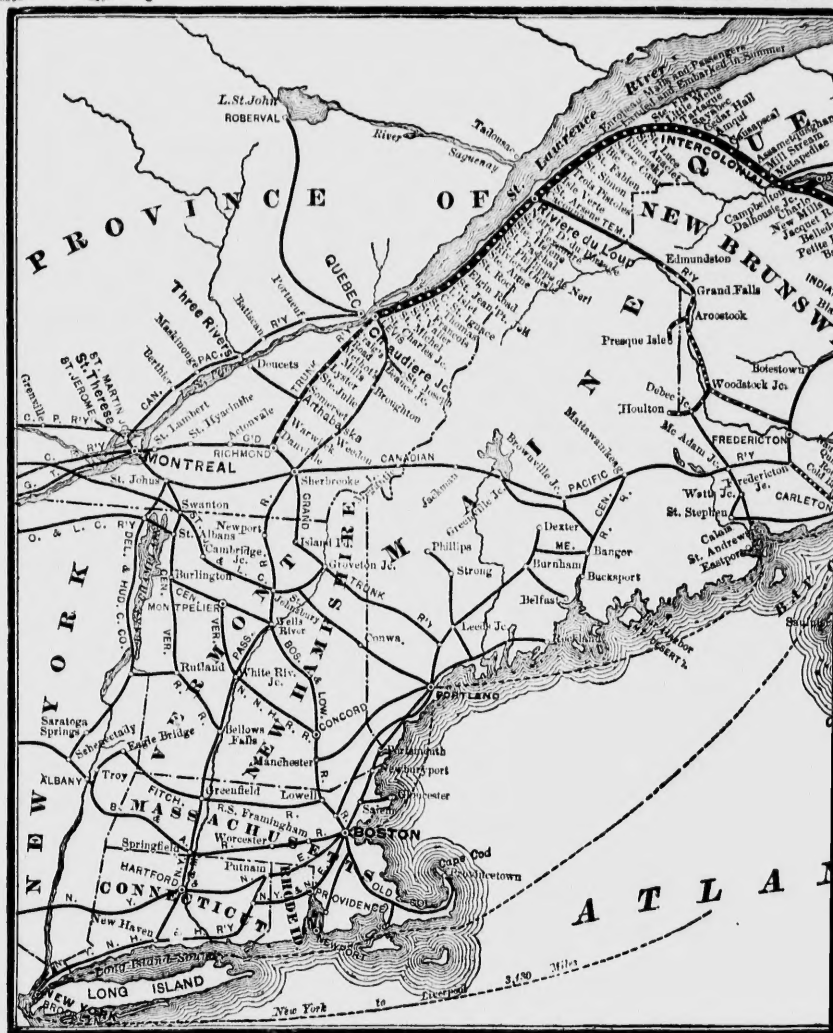
QUEBEC

Express Trains are Heated by
Steam from the Locomotive.

THE
Popular Route
CONNECTING

THE
POPULAR ROUTE
FOR
UNITED STATES
SUMMER TRAVEL

FAST
EXPRESS TRAINS
BETWEEN
MONTREAL,
QUEBEC,
ST. JOHN,
HALIFAX
AND
CAPE BRETON,
AND MAKING
CONNECTIONS
FOR POINTS IN
PRINCE
EDWARD
ISLAND



NOVA SCOTIA

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AND EQUIPPED.

Safety, Speed and

THE
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CONNECTING

Through Express Trains are
Lighted by Electricity.

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IN
AMERICA
PRESENTS TO
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PURE AIR,
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SPORTSMEN
WILL FIND THE
RIVERS, LAKES
AND WOODS
ALONG THE
INTERCOLONIAL
UNEQUALLED.

Speed and Comfort.

WESTINGHOUSE
AUTOMATIC AIR BRAKE ON
PASSENGER TRAINS.

CAPE BRETON

QUEBEC



GULF OF ST. LAWRENCE
 ST. LAWRENCE RIVER
 SAGUENAY FJORD
 LAKE ST. PIERRE
 LAKE ST. JEAN
 LAKE ST. CHARLES
 LAKE ST. JAMES
 LAKE ST. JOSEPH
 LAKE ST. MARTIN
 LAKE ST. MARY
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 LAKE ST. NICHOLAS
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ST. LAWRENCE RIVER
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A RAMBLE AND A REST

PURE AIR,
SEA BATHING,
PICTURESQUE SCENERY

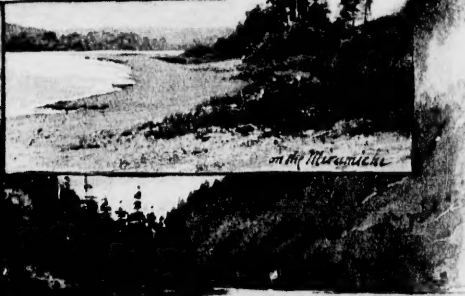
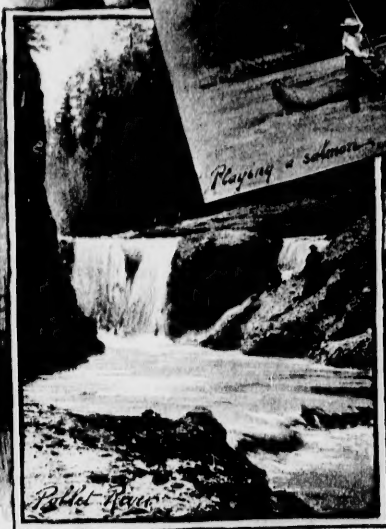
—ON THE—

INTERCOLONIAL RAILWAY
OF CANADA

SUMMER OF 1895

OTTAWA
GOVERNMENT PRINTING BUREAU
1895

Famous Fishing Grounds



Restonville River
Hydro

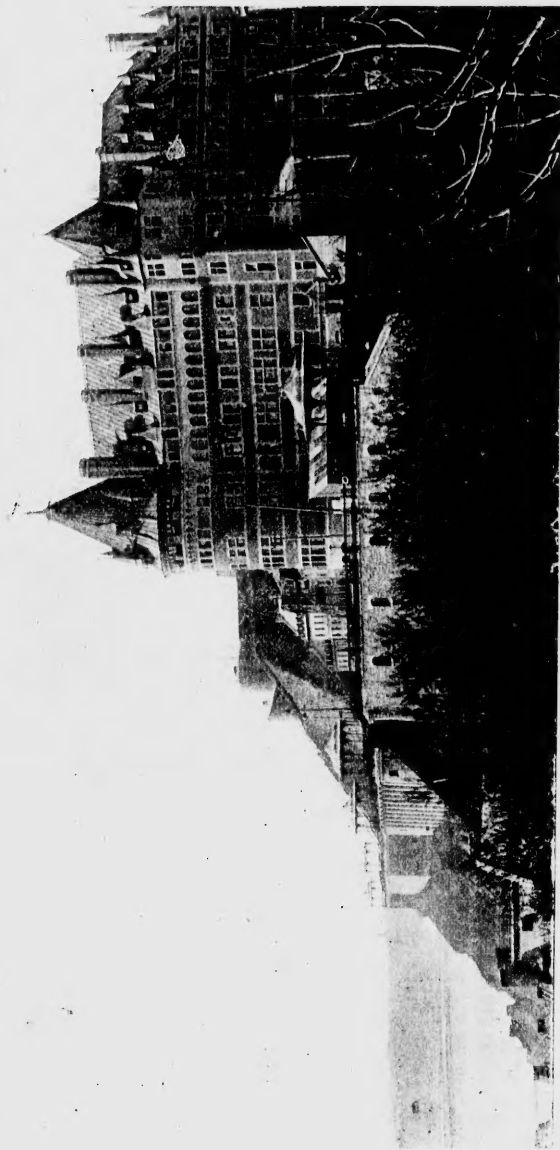
A RAMBLE AND A REST.



LESS than a generation ago the Maritime Provinces of Canada were as far removed from the ordinary course of tourist travel as is the Island of Newfoundland to-day. Within a score of years, even, their beauties were unknown, save to those who were willing to sacrifice their comfort journey without the aid of railways and rough it for hundreds of miles in what was then a land of forest and stream. The railway era had begun, but there was little more than a beginning. Here and there was a piece of road connecting two points which were then, and seemed destined to be, unimportant and slow of growth. Wide gaps separated the principal cities and a wider gap separated the provinces by the sea from the rest of the great Dominion. The most convenient way of reaching the east from Quebec or any point west of it was by a roundabout railway journey through the United States, and thence by a sea voyage to St. John or Halifax. The tourist who wrote a book came occasionally and found much to interest him. Then he went home, and told the world what a quaint and curious country he had found by the shores down east. Under the most favourable circumstances, he had seen very little of it, but he knew more about it than most of his readers knew and his story, a burlesque though it might be, was an authority with the rest of the world. Since then the times have changed.

In the meantime, busy hands were at work in the provinces. The gaps were closing. The construction of the Intercolonial Railway had begun, and year by year the work was pushed forward until there appeared one of the most substantially constructed and best equipped lines in the world. To-day there are about 1,200 miles of Dominion Government railways connecting the city of Quebec with the Maritime Provinces, while the numerous connections, under the control of private companies, aid in giving access to attractive places for summer travel not equalled on the continent of America.

In former years before the tourist had been informed of the possibilities of this country, the usual goal of summer journeying was the city of



Hotel Frontenac, Quebec City—Intercolonial Railway of Canada

Quebec. Reaching that place their steps were retraced, and with good reason: for beyond it, to the south and east, the map showed nothing to tempt the pleasure seeker any further. On the up-to-date map may be traced a line which stretches along the Lower St. Lawrence through the famed Metapedia Valley, skirting the equally famous Baie des Chaleurs and on through New Brunswick and Nova Scotia to the cities of St. John and Halifax. Arms reach out here and there, reaching to Point du Chêne, N.B., Pictou, N.S., and Sydney, Cape Breton. At Point du Chêne connection is made with the Charlottetown Steam Navigation Company for the "Garden of the Gulf," known as Prince Edward Island. This is the Intercolonial Railway of Canada, "The People's Railway." Built from a commercial point of view, the wonderful opportunities for the health and pleasure seeker were never dreamed of in early days. Now it has become a great growing avenue of travel for those who seek rest and recreation in a glorious summer land.

Not that there ever is a crowd or a crush, such as the true pleasure seeker or invalid aims to avoid. In the area of territory reached by this railway, there are so many places which attract that the traveller seeking the quiet in nature can always find a peaceful haven. It is a country of refreshment and rest for those who desire such, as well as a paradise for the fisherman and sportsman. One can enjoy the solitude of nature free from the intrusion of the crowd, and yet have all the privileges of the daily mail and the telegraph. And, withal, it is a part of the earth in which one may procure a maximum amount of pleasure with a minimum of outlay.

To the world-weary tourist who has been used to the confusion of the conventional summer resort, there may come a vision of this country—a country which lies by the sea and is fanned by cooling breezes from the ocean. It is a land where civilization has made its way, and yet not marred the beauty of nature. It is a country where the traveller will find much that is novel, much that will charm and much that will ever remain to him as a sweet remembrance of a pleasant clime.

It is wholly a matter of choice as to what point is chosen by the traveller for his entrance into this region which has so much in store for him. All roads lead to it; but, if coming from the west, after having seen the great cities and the vast resources of the Upper Provinces, he will begin at Quebec City, of which the name and fame have reached to every quarter of the globe.

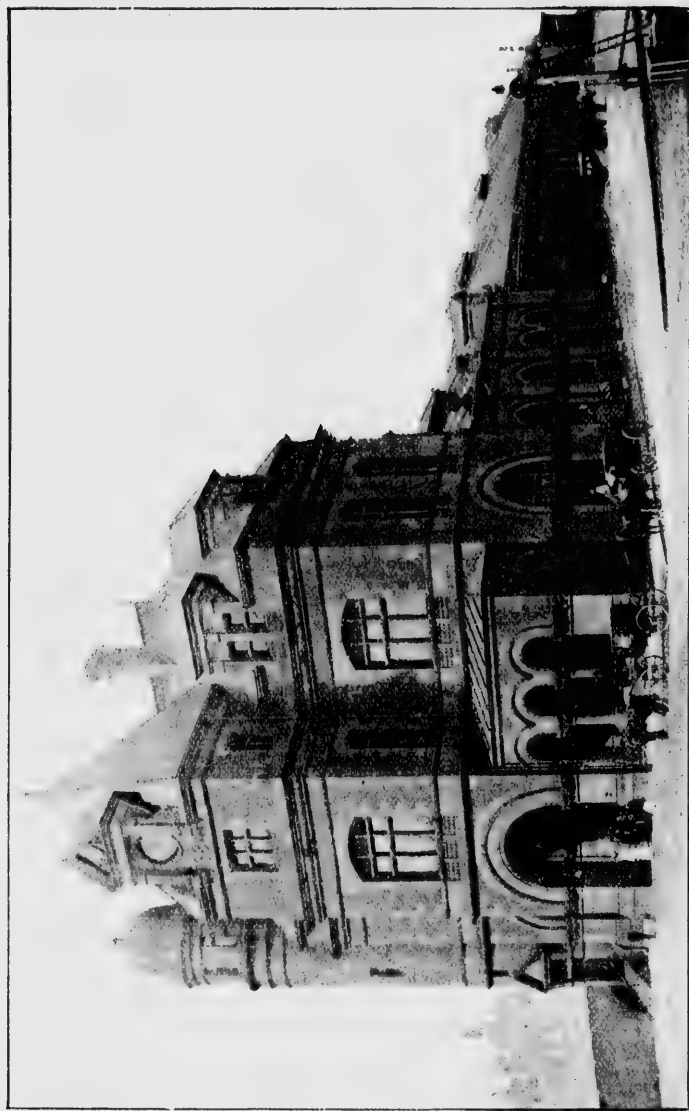


"The Bore" (Tidal Wave). Height, 5ft. 4in. Moncton, N. B., on the Intercolonial Railway of Canada.

TOURIST TICKETS

On sale from 1st of June to 30th of September, and for the purpose up to 1st November, can be had at the following places, viz.:

C. J. CAVEN	132 Hollis street, Halifax
C. M. DAWSON,	Ticket Agent, Truro Station
F. E. HENDERSON	Ticket Agent, Moncton Station
GEO. PHILPS	97 Prince William street, St. John
H. JOHNSON,	Chatham Town
D. R. McDONALD	Dalhousie st., Quebec (adjoining Quebec Ferry)
P. D. SHIPMAN	32 St. Louis street, Quebec
UNION TICKET OFFICE	Chateau Frontenac, Quebec
G. W. ROBINSON,	138 St. James street, Montreal
N. WEATHERSTON,	93 York st., Rossin House Block, Toronto



Intercolonial Railway Passenger Station, St. John, N. B.

THE LOWER ST. LAWRENCE.

THE journey over the Intercolonial Railway begins at Lévis on the opposite side of the river from Quebec City, and for the next two hundred miles or so, the traveller passes through a purely French Canadian country. One after another the typical villages come into view with their low lying buildings and humble cottages built to withstand the keenest cold of winter. In the midst of these towns, by the church, usually a substantial edifice of stone, white stone, and there a large wayside cross, on some distant hill stands out in bold relief against the sky. A quiet people are these habitants of the Lower St. Lawrence, simple in their tastes, primitive in their ways, having much of their devotion to their mother tongue and mother church.

A drive of five miles from St. Paschal Station brings one to **Kamouraskag**, a village beautifully situated on the shore of the St. Lawrence. It is a goodly point which reaches seaward, and has a fine, well sheltered anchorage about half a mile in length. It has great natural advantages, and the fishing is especially good. A number of picturesque islands in the vicinity afford additional pleasures to boating parties.

Rivière du Loup is a summer resort of long established reputation. A long and somewhat hilly road leads from the station to what formerly, apparently a part of the village, is known as Fraserville. Beyond this town is the St. Lawrence, with its splendid privileges for bathing, boating, fishing and fishing, in the proper seasons. Most of the leading men of Canada, including the Governor General, spend portions of their summer here.

Steamers furnish opportunities for visiting the more notable watering places of the northern shore. Mention may be made of Murray Bay and Tadoussac, but by far the most wonderful sight for the tourist is the famed Saguenay River. It is one of the most remarkable of nature's works in this continent, where natural wonders abound.

Six miles below Rivière du Loup is **Cacouna** Station. The name has a musical sound, but as seen from the cars there is little to attract the eye. The *Cacouna*, out of which the pleasure seeker is in search, is about two miles distant, and is reached by a easy drive over the smooth highway that descends to the shore. Then this great watering place of the Lower St. Lawrence has as the stranger to tarry and rest. With the mountains on one side and a view of the sea on the other the air is very pure. It is so



Head of King Street, St. John, N. B., on the Intercolonial Railway of Canada.

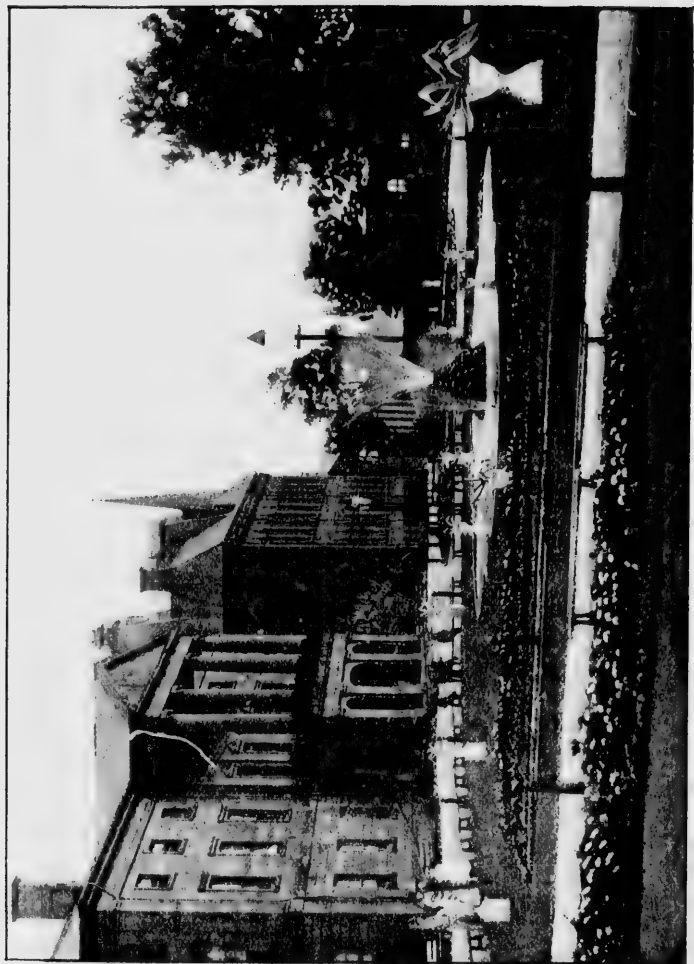
near that one can scarcely believe the opposite shore is twenty-one miles away, but it is fully that in a straight line to the mouth of the Saguenay. So near do the distant hills seem that one might feel tempted to start for them with nothing more than a boat and a pair of oars.

A village on the low land by the shore with mountains separating it from the country beyond, confronted the engineers when they sought to locate the line of the Intercolonial at a point fifty-five miles below Rivière du Loup. It was **Bic**, then as now well termed "the Beautiful," an artist's paradise.

The mountains are around it, and it nestles at their feet amid a wealth of beautiful scenery. There is a harbour in which an ocean steamer may find a haven in which vessels may hide from the wrath of the storm-king. Romantic isles lie amid the waters, and crags of rugged beauty rear their heads around the bay. Pleasant beaches tempt the bather; placid waters invite the boatman; and beauty everywhere summons the idler from his resting place to drive or ramble in its midst.

Little Metis is situated on the shore of the St. Lawrence, at a point where the estuary begins to widen out so that the opposite shore is a faint line in the distance and much of the horizon is as level as upon the ocean. This gives the place more of the air of a seaside resort than many less favoured watering places, and the salt waves rolling in upon the sandy beach confirm the impression. The beach is about four miles long, hard, smooth and safe for bathers. The scenery is varied and attractive. One may drive for miles along the shore and enjoy the panorama and the sea breeze until weary. Inland are beautiful vales, and nooks, and brooks, and charming bits of landscape. Drives may be had at a small expense. One of these is to the Falls, seven miles away.

Leaving the St. Lawrence, the course of the traveller is south to the **Metapedia Valley**. Thousands are now familiar with it where hundreds had heard of it in other years. It has attractions for all. Those who seek the beautiful in Nature may here find it, while those who are disciples of Nimrod or Walton will find the days only too short, and the weeks passing away all too swiftly. The name Metapedia is said to denote musical waters, and the title is well deserved. Through the green valley it winds in graceful curves, singing the music of the waters as it runs. In thirty miles of its course it has 222 rapids, great and small, now swift and deep, now gently rippling over beds of shining gravel and golden sand. Here and there are the deeper pools in which lurk salmon of astounding size, for this is one of the salmon streams of which every fisherman has heard. For mile after mile the traveller watches the course of the river, so strangely pent in by the mountains on either hand, rising in every shape which



A View in Queen's Square Gardens, Charlottetown, P.E.I., reached by the Intercolonial Railway of Canada and its connections.

conifers, in a sense. Some are almost perfect cones, and others have rich gentle slopes that one feels he would like to stroll leisurely upward to the summit, but the height, as a rule, is from six hundred to eight hundred feet. In some places in the Metapedia, the river, the highway and the railway crowd each other for a passage, so narrow is the valley. Here some real lives in miniature amid the mountains, while England and Scotland are around the lakes, streams and springy heath.

The last of the Metapedia is seen at the village which bears the name of the river, at the junction of the Restigouche. It is a place of singular beauty, and the eye lingers lovingly on the beautiful panorama as it passes from the view and the train rushes onward to the boundary of New Brunswick. Here we catch sight of the River Restigouche, spanned by a beautiful and substantial railway bridge, over a thousand feet in length. The river is thickly dotted with low-lying islands, rich with meadow land, their hues of green contrasting finely with the silver surface of the river. In truth this part of the road is a succession of bright pictures, a panorama wherein are shown some of nature's fairest scenes.

Campbellton, the first stopping place in New Brunswick, is a village with great possibilities. It is a summer resort, with every facility for salt-water bathing, salt-water fishing, and a good time generally. The situation is beautiful, because Campbellton lies at a point where a broad and beautiful river unites with the waters of a bay which has no rival in America.

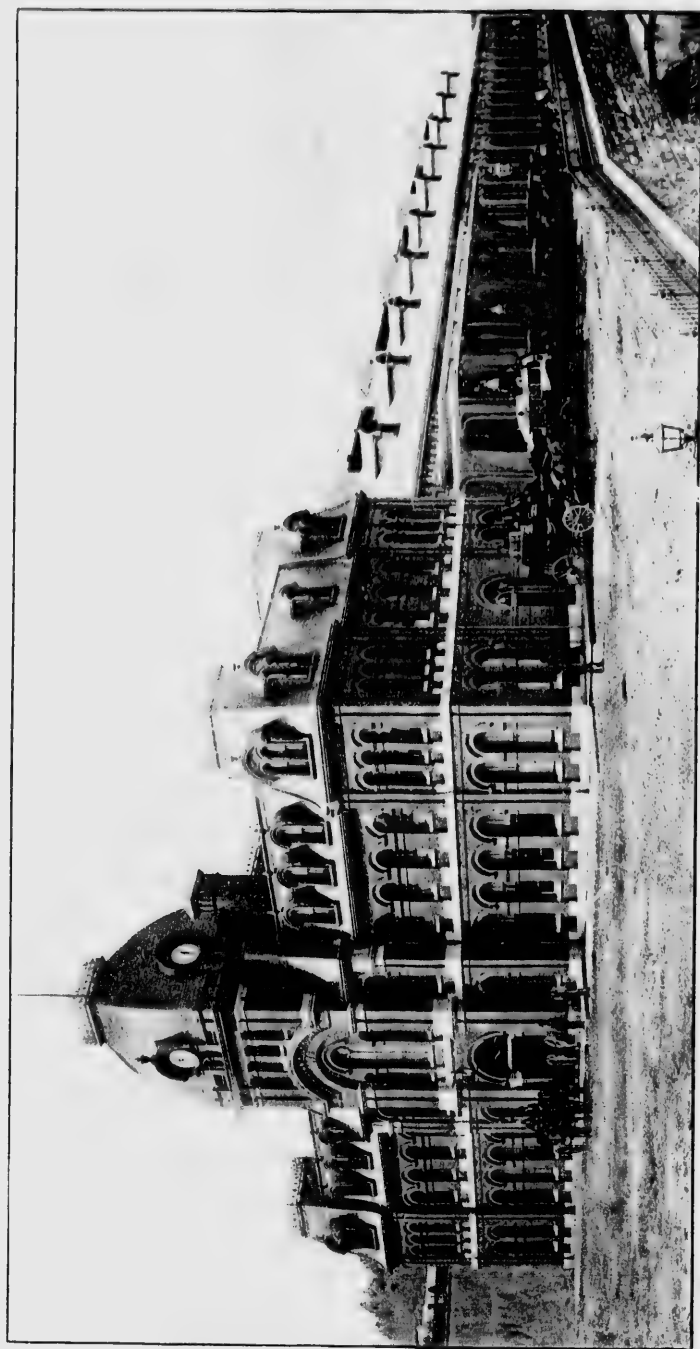
One of the fairest spots on the line of the Intercolonial is found at **Dalhousie**. Even when this place was not connected with the railroad, it attracted large numbers of visitors, and now that it is so easy of access it is one of the most popular of summer resorts. Its location at the mouth of the Restigouche, where the glorious Baie des Chaleurs begins, would in any event make the site one of unusual beauty. Fine beaches and water of moderate temperature tempt the bather. The sheltered position of the place gives it a freedom from raw winds, and fog, that terror of so many tourists, is never known around this shore.

The **Baie des Chaleurs** is one of the most beautiful havens in America. Ninety miles long and from fifteen to twenty-five wide, there cannot be found in its waters either rock or other hindrance to the safe passage of the largest of ships. For many miles the Intercolonial Railway runs close to the shore, and few fairer sights are to be seen than the broad and beautiful expanse of water with its numerous little inlets on the New Brunswick side and the lofty and imposing mountains rising grandly on the shore of Quebec.

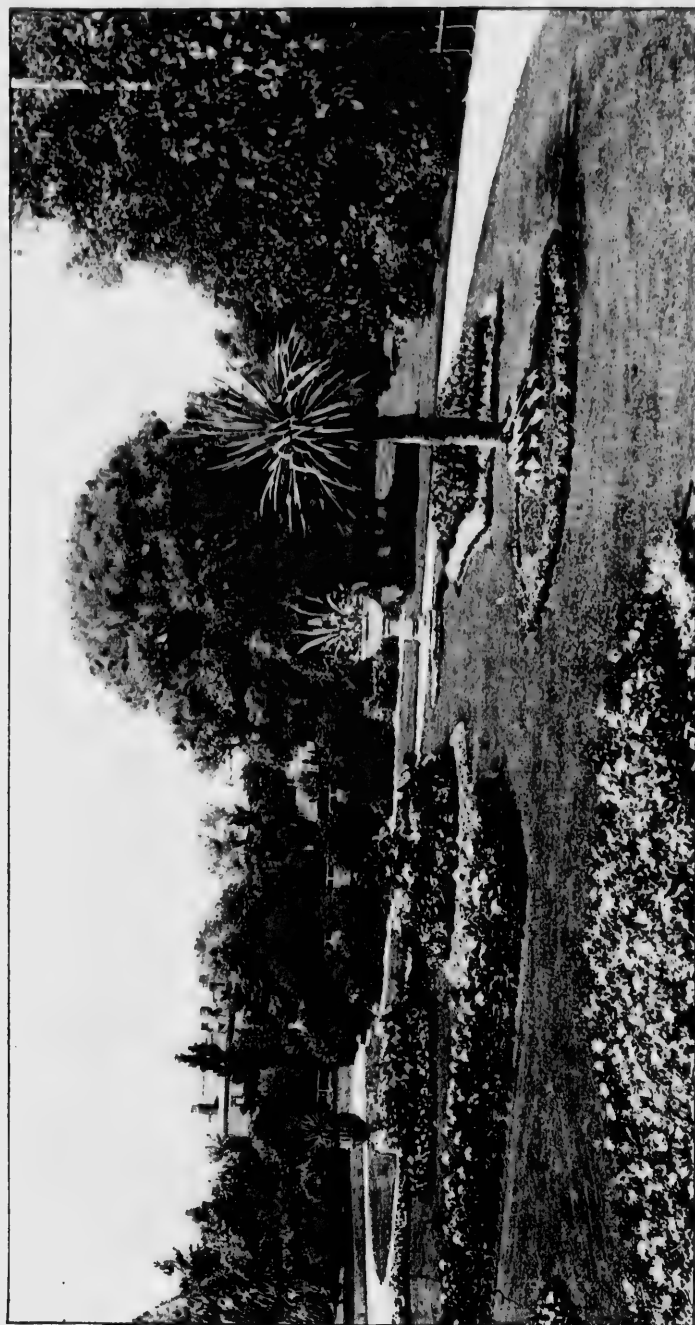
On a summer day, with a gentle breeze rippling the smooth surface of the water, the yachtsman feels that he has at last found the object of his dream. There is no finer yachting bay on the North Atlantic coast.

A View in Queen's Square Gardens, Charlottetown, P. E. I., reached by the Intercolonial Railway of Canada and its connections.





Halifax Railway Station Interoceanic Railway of Canada.



A View in the Public Gardens, Halifax, N. S., on the Intercolonial Railway of Canada.

English is the language of the merchant, while French is the language of the fisherman and the farmer. The wealthiest land owner here, however, the proprietor of the old manor house is not of that race. In fact, the English proprietors of Ottawa, Montreal and Quebec, have purchased the land and built even typical summer cottages already of the French style, more and more so. A prominent Ottawa physician who practices here to enjoy a life that is not so strong as that further west, the coast, while the French find that can be desired. The water here is warmer than it is where there is a wider stretch of sea, and the fishing is better. Along the coast, occasional valuable finds of "Gaspé pearls" in the form of various colored gaspers and agates, are made.

Among the salmon rivers of note between the Restigouche and Gaspé are the Little Gaspé, Bonaventure, Grand and Little Pabos, Grand River, St. John, York, and Dartmouth, but these by no means exhaust the list. The Grand River may be taken as a sample stream, having a dozen pools within fifteen miles of its mouth. It is not a big river as might be inferred from the name, but it is a fine one, abounding in striking scenery and with crystal waters fed by springs which make the stream of almost icy coolness, even in the hottest days of summer.

New Carlisle has much about it that is attractive. The average stranger is delighted to find that English is the language in the business community and that there is a regular arrangement of streets at right angles to the main street. Many of the modern houses, with their surroundings, are very tasteful in appearance, while there is a simple dignity about some of the older dwellings. One is more than ever impressed with an old manor house which appears to be of wood, when he is told that the wood is only a covering, and that not only are the main walls of stone, but even the partitions are constructed in the same substantial old time fashion.

Not until one sees **Percé** can he have an adequate conception of the beauty of the scenery of the eastern end of the Gaspé Peninsula, and having once seen it, he realizes the difficulty of doing it even scanty justice by an attempt at verbal description. It is one of the places in regard to which language fails to convey to those at a distance a correct idea of what is revealed to the eye.

Whatever may be the thoughts of the stranger who lands at **Percé** before seeing the place, he can have but one feeling when he has seen it in the clear light of day. The term "clear" is not idly used in this connection. In the wonderful atmosphere of this part of the Gulf, the distinctness with which objects are presented to the view is surprising. In the



Port Hawkesbury and Strait of Cansuau. Intercolonial Railway of Canada.

case of the **Percé Rock** it is almost startling. Seen from the shore, this singular natural monument stands out against the sea and the sky as sharply defined as if cut by the chisel of some Titanic sculptor. It looms in solemn grandeur as a revelation exceeding all that the fancy had been led to anticipate.

The walks and drives in the vicinity of this place are delightful, the chief of them is that to the mountain, which gives a good idea of the possibilities of this part of the world in respect to scenery. Up, up the hills one travels, until at last "La Table-à-Rolland," the summit of Mont Ste. Anne, is reached, at a height of nearly 1,300 feet above the sea.

The most convenient way to get from Percé to Gaspé is by water, but if one is fond of rugged scenery he can have it to his heart's content by taking the highway for a part of the distance, catching the steamer further along the coast. Though much of the journey will be out of sight of the water, the road will be around Mal Baie, as it is called in these days, though Morue Bay is the true title, derived from the abundance of codfish found there.

Gaspé Basin at morning, at evening, at all times, is a place of wonderful beauty, and dull must be the nature that is not inspired by the charm of the calm waters and the glorious landscape which appeals to one wherever the eye is turned. The stately hills rise in graceful dignity as a setting for this peaceful haven, and the pure bracing air is a tonic beyond the physician's art.

The town bearing the same name as this basin is finely situated on the heights overlooking that water, which is so securely sheltered by the hills that it seems the ideal of a place of shelter, whatever storms may rage. There is good hotel accommodation in the town, and the variety of pleasure excursions by land and water need only be limited by the time and inclination of the visitor. In whatever direction he goes will be found something he will be glad he did not miss.

No one who has time can afford to leave Gaspé, which is a place of refuge whither the weary and worn would flee for refreshment and rest and where he who is troubled by the din and distraction of the busy world may find a haven of perfect peace, without a closer examination of the surroundings than a steamer voyage can give. A visit to the Cape and to Saint Head will reveal a magnificent panorama of land and marine scenery.



View at Orange Lake, Bras d'Or Lake, C. B.—Intercolonial Railway of Canada.

BACK TO THE RAIL TRIP.



FROM DeLacade the tourist returns to the main line of the Intercolonial at DeLacade Junction, passing along the coast, through Chatham, Jacques River, Belhurst, and New Brunswick. From here on, until **Moncton** is reached, the railway passes through a country so far from the shore that none of the flourishing settlements are seen, and the traveller is apt to gain a poor idea of the country.

It may not be considered a compliment by a Monctonian, but to an American the city is perhaps more like those of his own country than almost any he will find in Canada. Its rapid growth in a few years, from a provincial hamlet to the hustling city of the present time, is also suggestive of the American idea.

The great spectacle of Moncton is its "bore," a most astonishing effect of the Bay of Fundy tides, which come tearing up the Petitcodiac River bed in an impetuous wall of water from four to eight feet in height: this is truly worthy of a stop for the express purpose of witnessing, and adding one more to the already numerous phenomena of Fundy.

St. John, the commercial capital of New Brunswick, is one of the principal gateways to points on or reached by the Intercolonial Railway for tourist travel from Western Canada and the Atlantic Coast States, being the terminus of the Intercolonial and Canadian Pacific Railways, "All Rail Line" between St. John and Boston, and steamers of the International Steamship Company, and its varied industries are giving it a wealth of importance of which it scarcely dreamed in former years. Fine specimens of architecture are seen in the Intercolonial Depot, the Custom house, Post office, churches and numerous other buildings, public and private. Electric street cars furnish rapid transit. The wide straight streets cross each other at right angles and the location of the city is admirable in every respect. It is holding its own among the cities of Canada, and its growth is a healthy one.

Strangers, of whom increasing numbers visit this city every year, have a choice of several attractive drives. One of these is on the Marsh road, visiting the beautiful rural cemetery on the way. Another and very attractive drive is over the Suspension Bridge. A sail up the St. John River (the



View of Long Island, Little Bras d'Or. — Intercolonial Railway of Canada.

Hudson of New Brunswick) to the city of Fredericton, the capital of New Brunswick, is a trip that tourists should not fail to make.

A journey of about three hours is required from St. John to Moncton. The greater portion of the distance is through a well settled country, attractive in appearance.

Before continuing our trip further east over the Intercolonial, we will divert here and cross to Prince Edward Island, "The Garden of the Gulf."

From Moncton the Intercolonial Railway carries the traveller nineteen miles eastward to the landing of the Charlottetown Steam Navigation Company at Point du Chêne, where modern built steamers cross the Straits of Northumberland. We pass on the way the attractive town of Shediac, where bathing can actually be enjoyed in mild waters.

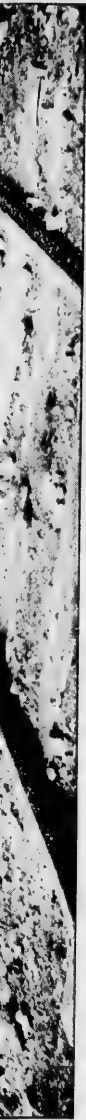
From Point du Chêne to Summerside it is thirty-five miles of delightful sailing, and it is hard to imagine the nearly insuperable barrier that separates these two points in winter.

Summerside. As the steamer approaches the island, the first land sighted is the headland of Cape Egmont, in the far north, after which the course leads into Bedeque Bay and the busy ship-building town of Summerside. In this harbour lies the picturesque little island at the mouth of the Duck River, which has been for several years quite a resort with its hotel and woody roads. Prince Edward Island is but three miles wide just here, the Bay of Richmond penetrating to that point on the other side. A little trip by rail to Tignish will reveal the quaint settlements inland and along shore of Scotch and Irish origin, and the pastoral beauties so characteristic of the whole island.

Charlottetown is the important city of the island, and is attractively and generously laid out. Its Public Squares, full of flowering plants and well arranged walks, are surrounded by substantial, not to say handsome buildings, that might do honour to a more important city. With all of its attractions, Charlottetown offers a series of delightful land and water excursions, and a host of fishing waters that are truly remarkable. The hills, though not high or abrupt, are gently undulating, and fresh with the crops of thriving farm production, slope gently to the shores, where often the eye is caught by glorious patches of the bright orange and red of the red sandstone, and rise abruptly in places to a height of fifty or seventy feet.

The possibilities for a roundabout route, taking in other attractions upon the return, are great. For one may, instead of retracing the route via Summerside and Pointe du Chêne back to Moncton, leave the island at

View of Long Island, Little Bras d'Or, — Intercolonial Railway of Canada.





Yacht Sailing near Sydney, C. B. Intercolonial Railway of Canada.

Charlottetown, crossing by steamer to Pictou on the Nova Scotia shore of the mainland.

To reach Nova Scotia and Cape Breton one leaves Moncton by the Intercolonial, and is carried with a whirl southward through Memramcook and on to the great marshes of the same name. It is not too much to ascribe this great marsh land the most impressive on Canadian territory, it is not on the continent. Near Memramcook station and on through Dorchester and Sackville to Amherst it reaches its full grandeur, the broad and simple plains broken here and there by the tidal river or the clustering haystacks.

From Wentworth the train begins a long climb of several miles up the slope of the Cobequid Mountains, that line the northern shore with the picturesque bay of the same name. The outlook, which has been monotonous and limited, now opens into a landscape of irresistible beauty: one of quiet pastoral charm, as seen from a high mountain: stretching away for miles toward the strait, reaching its climax with the enthusiasm of the beholder near Folloigh Lake, a little eye set in its deep mountain socket, six hundred feet above the sea.

Truro, which is at the head of Cobequid Bay, is a charming town: large, prosperous, aristocratic looking, in fact to Nova Scotia what Fredericton is to New Brunswick, the most attractive of its size. It possesses a remarkably pretty park and the most varied assortment of drives across mountain or marsh.

Halifax, like St. John, is another important gateway for tourist travel from Atlantic Coast States to points on or reached by the Intercolonial Railway. It is the terminus of the Intercolonial and Dominion Atlantic Railways and the Canada Atlantic and Plant Steamship Line.

It is a strong city in every way and has a great strength in a military point of view: it is strongly British in its manners, customs and sympathies; and it has strong attractions for visitors.

The seeker after a good view of the city and its surroundings may have the very best from the Citadel. It commands land and water for many miles. The arm, the basin, the harbour with its islands, the sea with its ships, the distant hills and forests, the city with its busy streets, all are presented to the eye in a beautiful and varied panorama.

From Halifax to **New Glasgow**, returning through Truro, the railway runs through a fine country, the most flourishing portion of which is not seen by the traveller. Large tracts of rich intervale and excellent upland combine to make it one of the finest farming districts in Nova Scotia.



• Sydney Harbour, C. B.—Intercolonial Railway of Canada.

From New Glasgow to **Antigonish** are stations whose names are either Scotch or Indian, little towns among fertile fields or along marshy streams with now and then a glimpse across to the Antigonish Mountains. We are in the suggestively named townships of Maxwellton and Arrisaig.

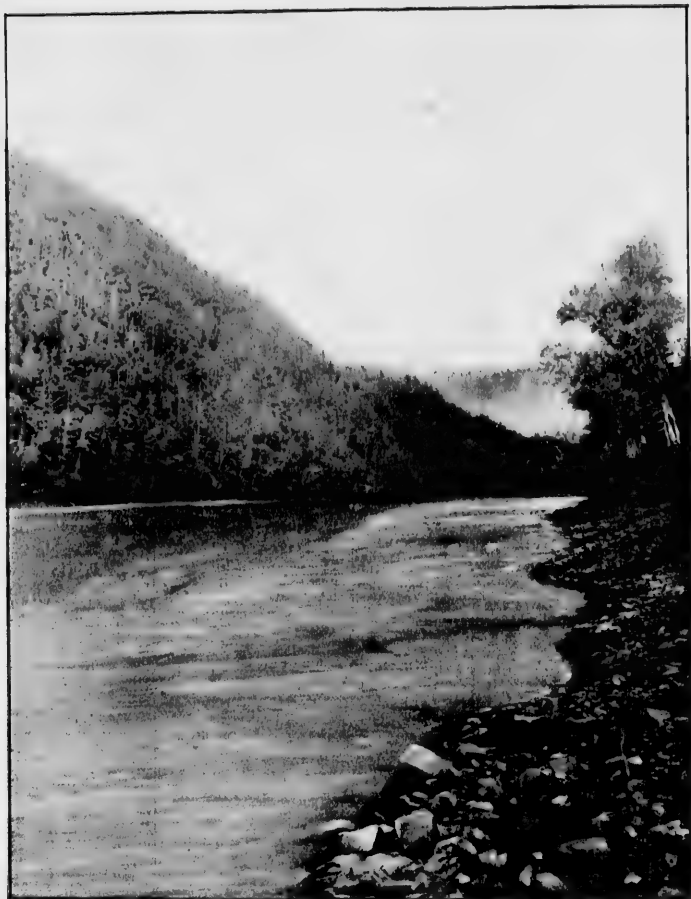
Beyond **Harbour au Bouche** the bristling head of Cape Porcupine looms up over the wilderness, a glimpse of the far away George Bay is caught, then the train swings sharply to the right and with applied brakes we glide down into **Mulgrave** and cross by ferry the glorious Strait of Canseau to the Ultima Thule of our travels and expectations, the fair island of **Cape Breton**.

Cape Breton is usually spoken of as an island, but it actually consists of a number of islands, while there are numbers of peninsulas out of which even more islands could be made were there any occasion for the work. Water, fresh and salt, has been distributed very liberally in this part of the world, and it is to this that Cape Breton owes much of its charm as the paradise of the summer tourist.

The primitive simplicity which amused Charles Dudley Warner and other humorous writers is still to be found in many districts, but it is no longer a troublesome journey to reach even the mysterious **Baddeck** from any part of the continent. The Intercolonial system has opened up the land from the Strait of Canseau to the Harbour of Sydney on the eastern shore. For much of the distance it runs along the borders of that wonderfully beautiful inland sea, the Bras d'Or, or of the rivers and bays that are tributary to it. The scenery is never tame, because it is ever varied, and there are places where the speed of the slowest train will seem but too fast to the lover of Nature's beauty.

On this coast, too, is a place where for one day the British flag waved in supremacy over Canada. It is **Louisbourg**, once one of the strongest fortified cities of the world, a city with walls of stone which made a circuit of two and a half miles, were thirty-six feet high and of two feet and a half at the base. For twenty-five years the French held it, and upon it, and had expended upwards of thirty millions of French money, six hundred dollars in completing its defences. It was called the Dunkirk of America. Garrison by the capture of Fortress Mifflin, which he considered the Dunkirk of America, and by the capture of Fort Mifflin, which he considered the Dunkirk of America, and by the capture of Fort Mifflin, which he considered the Dunkirk of America.

Every New Englander should visit Louisbourg and, specially during the celebration in connection with the creation of a bond and amity with the American Association of Canada. Within this coming season, opening ceremonies in Montreal, the 17th July, 1893. The capture of Louisbourg by the British.



Marshall's Gulch. — Intercolonial Railway of Canada.

ciplined New England farmers, commanded by William Pepperrell, a merchant ignorant of the art of war, was one of the most extraordinary events in the annals of history. The zealous crusaders set forth upon a task of the difficulties of which they had no conception, and they gained a triumph which should make their names as immortal as those of the "Noble six hundred." It was a feat without a parallel: a marvel among the most marvellous deeds which men have performed.

Restored to France by the peace of Aix la Chapelle Louisbourg was again the stronghold of France on the Atlantic coast, and French veterans held Cape Breton, the key to the Gulf of St. Lawrence. The brief truce was soon broken, and then came the armies of England, and Wolfe sought and won his first laurels in the New World. Louisbourg fell once more and the knell of its glory was rung. The conquest of Canada achieved, the edict went forth that Louisbourg should be destroyed. The work of demolition was begun. The solid buildings, formed of stone brought from France, were torn to pieces; the walls were pulled down, and the batteries rendered useless for all time. It took two years to complete the destruction, and then the once proud citadel was in shapeless ruins. Years passed by: the stones were carried away by the dwellers along the coast; and the hand of time was left to finish the work of obliteration. Time has been more merciful than man; it has covered the gloomy ruin with a mantle of green and has healed the gaping wounds which once rendered ghastly the land that nature made so fair. The surges of the Atlantic sound mournfully upon the shore—the requiem of Louisbourg, the city made desolate.

The **Pictou** and **Oxford** branch of the Intercolonial extends from Pictou to Oxford Junction, a distance of 69 miles, may be made part of the route to Prince Edward Island or Cape Breton, or it may be utilized on the return journey. The road is finished with the same careful attention to details as is so noticeable on the main line, and it opens up a very important section of the country. By its access is had to Pugwash, Wallace, Tatamagouche, River John, and other places which have long had a prosperous existence and a more than local fame.

THROUGH TOURS FROM QUEBEC.

TOUR No. 1.—Quebec, Point du Chêne, Summerside, Charlottetown, Pictou, North Sydney or Sydney, Halifax.....	\$24 65
ROUTE.—Ferry to Lévis, I. C. R. to Point du Chêne, Charlottetown Steam Nav. Co. to Summerside, P. E. I. Ry. to Charlottetown, Charlottetown Steam Nav. Co. to Pictou, I. C. R. to North Sydney or Sydney, thence to Halifax. To extend this trip to Quebec, add \$10.00.	
TOUR No. 2.—Quebec, St. John, Montreal, Quebec.....	26 00
ROUTE.—Ferry to Lévis, I. C. R. to St. John, C. P. R. to Montreal, rail or water, Quebec.	
TOUR No. 3.—Quebec, Point du Chêne, Summerside, Charlottetown, Pictou, Halifax.....	17 25
ROUTE.—Ferry to Lévis, I. C. R. to Point du Chêne, Charlottetown Steam Nav. Co. to Summerside, P. E. I. Ry. to Charlottetown, Charlottetown Steam Nav. Co. to Pictou, I. C. R. to Halifax. To extend this tour to Lévis, add \$10.00.	
TOUR No. 4.—Quebec, Halifax, St. John, Edmundston, Rivière du Loup, Quebec.....	30 25
ROUTE.—Ferry to Lévis, I. C. R. to Halifax and St. John, C. P. R. to Edmundston, Temiscouata Ry. to Rivière du Loup, I. C. R. to Lévis, ferry to Quebec, or <i>vice versa</i> .	
TOUR No. 5.—Quebec, Moncton, Halifax, St. John, Montreal, Quebec.....	34 00
ROUTE.—Ferry to Lévis, I. C. R. to Halifax, I. C. R. to St. John, C. P. R. Montreal, rail or water, Quebec. \$3.00 less to end tour at Montreal.	
TOUR No. 6.—Quebec, Halifax, Annapolis, St. John, Fredericton, St. John, Quebec.....	30 25
ROUTE.—Ferry to Lévis, I. C. R. to Halifax, D. A. Ry. to Annapolis, Bay of Fundy S.S. Co. to St. John, C. P. R. to Fredericton, Union Line steamers to St. John, I. C. R. to Lévis, ferry to Quebec, or <i>vice versa</i> .	
TOUR No. 7.—Quebec, Halifax, St. John, Fredericton, Chatham, Quebec.....	32 15
ROUTE.—Ferry to Lévis, I. C. R. to Halifax, I. C. R. to St. John, C. P. R. to Fredericton, Canada Eastern to Chatham, and return to Chatham Junction, I. C. R. to Lévis, ferry to Quebec, or <i>vice versa</i> .	

INTERCOLONIAL RAILWAY.

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	TOUR No. 8.—Quebec, St. John, Halifax, Pictou, Charlottetown, Summerside, Quebec,.....	833 25
	ROUTE.—Ferry to Lévis, I. C. R. to St. John, Halifax and Pictou, Charlottetown Steam Nav. Co. to Charlottetown, P. E. I. Ry. to Summerside, Charlottetown Steam Nav. Co. to Point du Chêne, I. C. R. to Lévis, ferry to Quebec, <i>on demand</i> .	
	TOUR No. 9.—Quebec, Halifax, St. John, Boston, Montreal, Quebec,.....	35 00
	ROUTE.—Ferry to Lévis, I. C. R. to Halifax and St. John, I. S. S. Co. Boston (if all rail St. John to Boston, add \$3.50), Boston to Montreal issue an exchange order on agent Boston & Maine Ry. at Boston for transportation Boston to Montreal via direct line, Montreal to Quebec, rail or water.	
	TOUR No. 10.—Quebec to Halifax, Boston, St. John to Quebec,.....	34 00
	ROUTE.—Ferry to Lévis, I. C. R. to Halifax, C. A. & P. S. S. Co. to Boston, I. S. S. Co. to St. John, I. C. R. to Lévis, ferry to Quebec, <i>on demand</i> . If all rail Boston to St. John, add \$3.50.	
	TOUR No. 11.—Quebec to Oxford Junction, Pugwash, Tatamagouche, Pictou, Charlottetown, Summerside, Point du Chêne to Quebec,.....	26 00
	ROUTE.—Ferry to Lévis, I. C. R. to Pictou, Charlottetown Nav. Co. to Charlottetown, P. E. I. Ry. to Summerside, Charlottetown Nav. Co. to Point du Chêne, I. C. R. to Lévis, ferry to Quebec, <i>on demand</i> .	
	TOUR No. 12.—Quebec to Point du Chêne, P. E. Island, Pictou to Quebec, via Truro,.....	26 00
	ROUTE.—Ferry to Lévis, I. C. R. to Point du Chêne, Charlottetown Nav. Co. to Summerside, P. E. I. Ry. to Charlottetown, Charlottetown Nav. Co. to Pictou, I. C. R. to Lévis, ferry to Quebec, <i>on demand</i> .	
	TOUR No. 13.—Quebec to Halifax, Annapolis, St. John, Edmundston, Rivière du Loup to Quebec,.....	27 50
	ROUTE.—Ferry to Lévis, I. C. R. to Halifax, D. A. Ry. to Annapolis, Bay of Fundy S. S. Co. to St. John, C. P. R. to Edmundston, Temiscouata Ry. to Rivière du Loup, I. C. R. to Lévis, ferry to Quebec, <i>on demand</i> .	
	TOUR No. 14.—Quebec to St. John, Boston, New York, Albany, Montreal, to Quebec,.....	32 00
	ROUTE.—Ferry to Lévis, I. C. R. to St. John, I. S. S. Co. to Boston, Fall River Ferry, New York & Albany, H. C. Ry. to Albany, Del. & Hudson Canal Co. to River, Del. & N. J. Ry. to Montreal, <i>on demand</i> . Quebec to Pictou, I. C. R. to St. John, I. C. R. to Lévis, ferry to Quebec, <i>on demand</i> .	
	TOUR No. 15.—Quebec to Halifax, Annapolis, St. John, Edmundston, Rivière du Loup to Quebec,.....	32 50
	ROUTE.—Ferry to Lévis, I. C. R. to Halifax, D. A. Ry. to Annapolis, Bay of Fundy S. S. Co. to St. John, C. P. R. to Edmundston, Temiscouata Ry. to Rivière du Loup, I. C. R. to Lévis, ferry to Quebec, <i>on demand</i> .	

**LOCAL TOURS GOING AND RETURNING SAME ROUTE. AND
CONTINUOUS PASSAGE.**

TOUR No. 16.—Bathurst, N.B., and return, from Halifax.....	\$10 30
From St. John.....	7 85
From Moncton.....	5 40
From Lévis.....	11 90
TOUR No. 17.—Ple, P. Q., and return, from Halifax.....	17 35
From St. John.....	13 00
From Moncton.....	10 60
From Lévis.....	6 00
TOUR No. 18.—Campbellton, N.B., and return, from Halifax.....	12 05
From St. John.....	9 40
From Moncton.....	7 10
From Lévis.....	10 10
TOUR No. 19.—Charlo, N.B., and return, from Halifax.....	11 50
From St. John.....	9 00
From Moncton.....	6 70
From Lévis.....	10 50
TOUR No. 20.—Dallousie, N. B., and return, from Halifax.....	12 00
From St. John.....	9 40
From Moncton.....	7 10
From Lévis.....	10 10
TOUR No. 21.—Grand Narrows, C. B., and return, from Halifax.....	8 35
From St. John.....	12 30
From Moncton.....	9 95
From Lévis.....	22 50
TOUR No. 22.—Little Meads, P. Q., and return, from Halifax.....	15 75
From St. John.....	12 05
From Moncton.....	9 60
From Lévis.....	6 60
TOUR No. 23.—Metapedia, P. Q., and return, from Halifax.....	12 30
From St. John.....	9 80
From Moncton.....	7 45
From Lévis.....	9 40
TOUR No. 24.—Mulgrave, N. S., and return, from Halifax.....	7 10
From St. John.....	11 10
From Moncton.....	8 80
From Lévis.....	21 25
TOUR No. 25.—Orangetide, N. S., and return, from Halifax.....	7 90
From St. John.....	11 90
From Moncton.....	9 50
From Lévis.....	22 50
TOUR No. 26.—Rimouski, P. Q., and return, from Halifax.....	17 05
From St. John.....	12 55
From Moncton.....	10 30
From Lévis.....	6 60

Tour No. 27. Sydney or North Sydney, C. B., and return, from Halifax, . . .	8 9 45
From St. John,	13 95
From Moncton,	11 10
From *Levis,	22 50

*When from Quebec add 10 cents to cover round trip on ferry.

THROUGH TOURS FROM MONCTON.

Tour No. 28. Moncton, Point du Chêne, Summerside, Charlottetown, Pictou and Moncton,	8 55
ROUTE. I. C. R. to Point du Chêne, Charlottetown Steam Nav. Co. to Summerside, P. E. I. Ry. to Charlottetown, Charlottetown Steam Nav. Co. to Pictou, I. C. R. to Moncton or Oxford Line, or <i>vice versa</i> .	
Tour No. 29. Moncton, St. John, Fredericton, Chatham and Moncton,	10 45
ROUTE. I. C. R. to St. John, C. P. R. to Fredericton, Canada Eastern to Chatham, and return to Chatham Jetty, I. C. R. to Moncton, or <i>vice versa</i> .	
Tour No. 30. Moncton, Halifax, Annapolis, St. John and Moncton,	11 25
ROUTE. I. C. R. to Halifax, D. A. Ry. to Annapolis, Bay of Fundy S.S. Co. to St. John, I. C. R. to Moncton, or <i>vice versa</i> . Same tour with stop over at Halifax and St. John only	9 00
Four, \$10.50 with continuous passage, St. John and Halifax to Annapolis, either direction.	
Tour No. 31. Moncton, Summerside, Charlottetown, Pictou, Sydney or North Sydney, Halifax and Moncton,	19 75
ROUTE. I. C. R. to Point du Chêne, Charlottetown Steam Nav. Co. to Summerside, P. E. I. Ry. to Charlottetown, Charlottetown Steam Nav. Co. to Pictou, I. C. R. to Sydney or North Sydney, thence I. C. R. to Halifax and Moncton, or <i>vice versa</i> .	
Tour No. 32. Moncton, Summerside, Charlottetown, Pictou, Sydney, Halifax, Annapolis, St. John and Moncton,	23 10
ROUTE. I. C. R. to Point du Chêne, Charlottetown Steam Nav. Co. to Summerside, P. E. I. Ry. to Charlottetown, Charlottetown Steam Nav. Co. to Pictou, I. C. R. to Sydney and Halifax, D. A. Ry. to Annapolis, Bay of Fundy S.S. Co. to St. John, I. C. R. to Moncton, or <i>vice versa</i> .	
Tour No. 33. Moncton, St. John, Edmundston, Rivière du Loup, Quebec and Moncton,	21 90
ROUTE. I. C. R. to St. John, C. P. R. to Edmundston, Temiscamata Ry. to Rivière du Loup, I. C. R. to Levis, I. C. R. to Moncton, or <i>vice versa</i> .	
Tour No. 34. Moncton, St. John, Montreal, Quebec, Moncton,	26 00
ROUTE. I. C. R. to St. John, C. P. R. to Montreal, rail or water to Quebec, I. C. R. to Moncton, or <i>vice versa</i> .	

- Ticket No. 35. Moncton, St. John, Boston, Montreal, Quebec and Moncton. 829 65
 ROUTE. I. C. R. to St. John, I. S. S. Co. to Boston, Montreal to Quebec, rail or water; I. C. R. to Moncton, or *vice versa*. If all rail St. John to Boston, add \$3.50. Issue exchange order on ticket agent Boston & Maine Ry. at Boston for transportation Boston to Montreal by direct line.
- Ticket No. 36. Moncton to Halifax, Annapolis, Yarmouth, Boston, St. John, Moncton. 20 75
 ROUTE. I. C. R. to Halifax, D. A. Ry. to Yarmouth, Yarmouth S. S. Co. to Boston, I. S. S. Co. to St. John, I. C. R. to Moncton, or *vice versa*. If all rail from Boston to St. John, add \$3.50.
- Ticket No. 37. Moncton to Halifax, Annapolis, St. John, Fredericton, Edmundston, Rivière du Loup, Moncton. 27 35
 ROUTE. I. C. R. to Halifax, D. A. Ry. to Annapolis, Bay of Fundy S. S. Co. to St. John, C. P. R. to Edmundston, via Fredericton, Temiscouata Ry. to Rivière du Loup, I. C. R. to Moncton, or *vice versa*. Side trip to Saguenay and return via R. V. O. N. Co., add \$5.00.
- Ticket No. 38. Moncton to St. John, Boston, Portland to Quebec via White Mountain, Quebec Moncton. 28 65
 ROUTE. I. C. R. to St. John, I. S. S. Co. to Boston, B. & M. Ry. to Portland, M. C. Ry. to Dudswell Junction, Q. C. R. to Quebec, ferry to Lévis, I. C. R. to Moncton, or *vice versa*. If all rail St. John to Boston, add \$3.50.
- Ticket No. 39. Moncton to St. John, Boston, Albany, Montreal, Quebec, Moncton. 32 75
 ROUTE. I. C. R. to St. John, I. S. S. Co. to Boston, B. & A. Ry. to Albany, Del. & Hudson Canal Co. to Rouse's Point, G. T. R. to Montreal, rail or water to Quebec, ferry to Lévis, I. C. R. to Moncton, or *vice versa*. If all rail St. John to Boston, add \$2.50.
- Ticket No. 40. Moncton to St. John, Boston, Fall River, New York, Albany, Buffalo, Niagara Falls, Toronto, Montreal, Quebec, Moncton. 44 30
 ROUTE. I. C. R. to St. John, I. S. S. Co. to Boston, Old Colony to Fall River, Fall River Line to New York, Day line of steamers to Albany, N. Y. C. & H. R. Ry. to Niagara Falls, G. T. R. to Toronto, rail or water to Quebec, ferry to Lévis, I. C. R. to Moncton, or *vice versa*. Side trip Albany to Saratoga and return, \$2.35. If all rail St. John to Boston, add \$3.50.
- Ticket No. 41. Moncton to Halifax, Boston, St. John, Moncton. 49 20
 ROUTE. I. C. R. to Halifax, C. A. & P. S. S. Co. to Boston, I. S. S. Co. to St. John, I. C. R. to Moncton, or *vice versa*. If all rail St. John to Boston, add \$3.50.

THROUGH TOURS FROM ST. JOHN

TOUR No. 42.	St. John to Halifax, Annapolis, St. John,	81 00
	ROUTE.—I. C. R. to Halifax, D. A. Ry. to Annapolis, Bay of Fundy S. S. Co. to St. John, same tour with stop-over at Halifax, only	9 00
TOUR No. 43.	St. John to Moncton, Chatham, Fredericton, St. John,	9 85
	ROUTE.—I. C. R. to Chatham Junction, Canada Eastern Ry. to Chatham, thence to Fredericton, C. P. R. to St. John	
TOUR No. 44.	St. John to Point du Chêne, Summerside, Charlottetown, Pictou, St. John,	12 90
	ROUTE.—I. C. R. to Point du Chêne, Charlottetown Steam Nav. Co. to Summerside, P. E. I. Ry. to Charlottetown, Charlottetown Steam Nav. Co. to Pictou, I. C. R. to St. John	
TOUR No. 45.	St. John, Point du Chêne, Summerside, Charlottetown, Pictou, Sydney or North Sydney, and Halifax,	17 00
	ROUTE.—I. C. R. to Point du Chêne, Charlottetown Steam Nav. Co. to Summerside, P. E. I. Ry. to Charlottetown, Charlottetown Steam Nav. Co. to Pictou, I. C. R. to Sydney or North Sydney, thence I. C. R. to Halifax	
TOUR No. 46.	St. John to Point du Chêne, Summerside, Charlottetown, Pictou, Mulgrave, Sydney, Halifax, Annapolis and St. John,	20 00
	ROUTE.—I. C. R. to Point du Chêne, Charlottetown Steam Nav. Co. to Summerside, P. E. I. Ry. to Charlottetown, Charlottetown Steam Nav. Co. to Pictou, I. C. R. to Sydney, thence to Halifax, D. A. Ry. to Annapolis, Bay of Fundy Steamer to St. John	
TOUR No. 47.	St. John, Quebec, Montreal and St. John,	26 00
	ROUTE.—I. C. R. to Lévis, rail or water to Montreal, C. P. R. to St. John	
TOUR No. 48.	St. John, Quebec, Montreal, Boston, St. John,	27 00
	ROUTE.—I. C. R. to Lévis, rail or water to Montreal, Tourist exchange order on either C. P. R. or G. T. R. at Montreal for transportation to Boston via direct line; Boston to St. John, I. C. S. Co. or all rail Boston to St. John, rate \$3.50	
TOUR No. 49.	St. John to Ottawa and return via Quebec,	31 00
	ROUTE.—I. C. R. to Lévis, rail or water to Montreal, I. C. T. R. to Ottawa, C. A. Ry. to Ottawa, Ottawa River Navigation Co. to Montreal, rail or water to Quebec, ferry to Lévis, I. C. R. to St. John,	
TOUR No. 50.	St. John to Quebec, Montreal, Charlottetown, Pictou, St. John,	32 90
	ROUTE.—I. C. R. to Lévis, rail or water to Montreal, Atlantic Diamond Line to Charlottetown, Charlottetown Steam Nav. Co. to Pictou, I. C. R. to St. John,	

TOUR No. 51.—St. John, Halifax, Sydney or North Sydney, Pictou, Moncton via Oxford Jet., Quebec, Montreal.....	\$31 65
ROUTE.—I. C. R. to Halifax, Sydney or North Sydney, Pictou, and Lévis via Oxford line, thence Montreal via rail or water.	
TOUR No. 52.—St. John, Quebec, Montreal, Toronto, Niagara Falls, New York, Boston, St. John.....	42 00
ROUTE.—I. C. R. to Lévis, rail or water to Montreal, rail or water to Toronto, (meals and berth included on steamer) G. T. R. to Niagara Falls, N. Y. C. and H. R. Ry. to New York, Fall River Line to Boston, I. S. S. Co. to St. John. If all rail Boston to St. John, add \$3.50.	
TOUR No. 53.—St. John to Oxford Junction, Pugwash, Tatamagouche, Pictou, Charlottetown, Summerside, Point du Chêne, St. John.....	12 90
ROUTE.—I. C. R. to Pictou, via Oxford Junction, Charlottetown Nav. Co. to Charlottetown, P. E. I. Ry. to Summerside, Charlottetown Nav. Co. to Point du Chêne, I. C. R. to St. John, or <i>vice versa</i> .	
TOUR No. 54.—St. John to Halifax, Annapolis, Yarmouth, Boston, St. John.....	19 50
ROUTE.—I. C. R. to Halifax, D. A. to Yarmouth, Yarmouth S. Co. to Boston, I. S. S. Co. to St. John. If all rail from Boston to St. John, add \$3.50.	
TOUR No. 55.—St. John to Quebec, Montreal, Albany, Boston, St. John.....	30 10
ROUTE.—I. C. R. to Lévis, ferry to Quebec, rail or water to Montreal, G. T. R. to Rouse's Point, Del. and Hudson Canal Co. to Albany, B. & A. Ry. to Boston, I. S. S. Co. to St. John.	
TOUR No. 56.—St. John to Quebec, Montreal, Albany, New York.....	23 00
ROUTE.—I. C. R. to Lévis, ferry to Quebec, rail or water to Montreal, G. T. R. to Rouse's Point, Del. and Hudson Canal Co. to Albany, N. Y. C. and H. R. Ry. to New York.	
TOUR No. 57.—St. John to Halifax, Boston, St. John.....	18 00
ROUTE.—I. C. R. to Halifax, C. A. & P. S. S. Co. to Boston, I. S. S. Co. to St. John. If all rail from Boston to St. John, add \$3.50.	

THROUGH TOURS FROM HALIFAX.

TOUR No. 58.—Halifax to St. John, Annapolis, Halifax.....	41 25
ROUTE.—I. C. R. to St. John, Bay of Fundy S. S. Co. to Annapolis, and D. A. Ry. to Halifax. Continuous passage, with stop over at St. John, \$9.00.	
TOUR No. 59.—Halifax to Pictou, Charlottetown, Summerside, Point du Chêne, Halifax.....	41 85
ROUTE.—I. C. R. to Pictou, Charlottetown Steam Nav. Co. to Charlottetown and P. E. I. Ry. to Summerside, Charlottetown Steam Nav. Co. to Point du Chêne, I. C. R. to Halifax, or <i>vice versa</i> . Side trip, Painsie Junction to St. John and return, add \$3.00.	

TOUR No. 60.—Halifax, Sydney or North Sydney, Pictou, Charlottetown, Summerside, Point du Chêne and St. John.	817 65
ROUTE.—I. C. R. to Sydney, or North Sydney, thence to Pictou, Charlottetown Steam Nav. Co. to Charlottetown, P. E. I. Ry. to Summerside, Charlottetown Steam Nav. Co. to Point du Chêne, I. C. R. to St. John.	
TOUR No. 61.—Halifax to St. John, Fredericton, Chatham, Halifax.	17 70
ROUTE.—I. C. R. to St. John, C. P. R. to Fredericton, Canada Eastern to Chatham and Chatham Junction, I. C. R. to Halifax, or <i>vice versa</i> .	
TOUR No. 62.—Halifax, Sydney, or North Sydney, Pictou, Charlottetown, Summerside, Point du Chêne, Quebec.	24 65
ROUTE.—I. C. R. to Sydney, or North Sydney, thence to Pictou, Charlottetown Steam Nav. Co. to Charlottetown, P. E. I. Ry. to Summerside, Charlottetown Steam Nav. Co. to Point du Chêne, I. C. R. to Lévis, ferry to Quebec.	
TOUR No. 63.—Halifax to Sydney, Pictou, P. E. Island, St. John, Annapolis, Halifax.	22 90
ROUTE.—I. C. R. to Sydney and Pictou, Charlottetown Steam Nav. Co. to Charlottetown, P. E. I. Ry. to Summerside, Charlottetown Steam Nav. Co. to Point du Chêne, I. C. R. to St. John, Bay of Fundy S.S. Co. to Annapolis, D. A. Ry. to Halifax.	
TOUR No. 64.—Halifax, Rivière du Loup, Edmundston, N. B., St. John and Halifax.	27 85
ROUTE.—I. C. R. to Rivière du Loup, Temiscouata Ry. to Edmundston, C. P. R. to St. John, I. C. R. to Halifax, or <i>vice versa</i> .	
TOUR No. 65.—Halifax to Pictou, Charlottetown, Summerside, Point du Chêne, Lévis, Halifax.	29 25
ROUTE.—I. C. R. to Pictou, Charlottetown Steam Nav. Co. to Charlottetown, P. E. I. Ry. to Summerside, Charlottetown Steam Nav. Co. to Point du Chêne, I. C. R. to Lévis and Halifax, or <i>vice versa</i> . For side trip, Stellarton to Sydney or North Sydney and return, add \$6.55.	
TOUR No. 66.—Halifax, Quebec, Montreal, St. John and Halifax.	30 00
ROUTE.—I. C. R. to Lévis, rail or water to Montreal, C. P. R. to St. John, I. C. R. to Halifax, or <i>vice versa</i> .	
TOUR No. 67.—Halifax to Quebec, Montreal, Quebec, Rivière du Loup by water, by rail Halifax.	32 40
ROUTE.—I. C. R. to Lévis, ferry to Quebec, rail or water to Montreal, rail or water to Quebec, R. & O. N. Co. to Rivière du Loup, I. C. R. to Halifax.	
TOUR No. 68.—Halifax to Quebec, Montreal, Newport, Portland.	22 50
ROUTE.—I. C. R. to Lévis, rail or water to Montreal, returning Montreal to Portland rail. Issue an exchange order on either C. P. R. or G. T. R. at Montreal for transportation Montreal to Portland via direct line.	

TOUR No. 69.	Halifax to St. John, Boston, Springfield, New York, Boston.	\$20 00
	ROUTE. I. C. R. to St. John, I. S. S. Co. to Boston, B. & A. to Springfield, N. Y., N. H. & H. to New York, Fall River Line to Boston.	
TOUR No. 70.	Halifax to Quebec, Montreal, Ottawa, New York.	28 85
	ROUTE. I. C. R. to Lévis, rail or water to Montreal, G. T. R. to Coteau, C. A. Ry. to Ottawa, direct rail to New York.	
TOUR No. 71.	Halifax to Quebec, Montreal, St. John, Halifax.	33 00
	ROUTE. I. C. R. to Lévis, rail or water to Montreal, returning rail to Portland, steamer to St. John, rail to Halifax. Issue an exchange order on either C. P. R. or G. T. R. at Montreal for return transportation.	
TOUR No. 72.	Halifax to Quebec, Montreal, Boston, St. John, Halifax.	35 00
	ROUTE. I. C. R. to Lévis, rail or water to Montreal. Issue an exchange order on either the C. P. R. or G. T. R. at Montreal for transportation, Montreal to Boston via direct line, Boston to St. John, I. S. S. Co., St. John to Halifax, I. C. R. If rail Boston to St. John, add \$3.50.	
TOUR No. 73.	Halifax to Quebec, Montreal, Charlottetown, Pictou, Halifax.	32 25
	ROUTE. I. C. R. to Lévis, rail or water to Montreal, thence Black Diamond Line to Charlottetown, Charlottetown Steam Nav. Co., Charlottetown to Pictou, I. C. R. to Halifax, or <i>vice versa</i> .	
TOUR No. 74.	Halifax to Quebec, Montreal, Toronto, Niagara Falls, New York, Boston, St. John, Halifax.	50 00
	ROUTE. I. C. R. to Lévis, rail or water to Montreal, rail or water to Toronto (meads and berth included on steamer), G. T. R. to Niagara Falls, N. Y., C. & H. R. Ry. to New York, Fall River Line to Boston, I. S. S. Co. to St. John, I. C. R. to Halifax. If all rail Boston to St. John instead of steamer, add \$3.50.	
TOUR No. 75.	Halifax to St. John, Boston and Halifax.	18 00
	ROUTE. I. C. R. to St. John, I. S. S. Co. to Boston, C. A. & P. S. S. Co. to Halifax. If all rail St. John to Boston, add \$3.50.	
TOUR No. 76.	Halifax to St. John, Boston, Yarmouth, Annapolis and Halifax.	19 50
	ROUTE. I. C. R. to St. John, I. S. S. Co. to Boston, Yarmouth S. S. Co. to Yarmouth, D. A. Ry. to Halifax. If all rail to Boston, add \$3.50.	
TOUR No. 77.	Halifax to St. John, Boston, Portland, to Quebec via White Mountains, Quebec, Halifax.	34 00
	ROUTE. I. C. R. to St. John, I. S. S. Co. to Boston, B. & M. Ry. to Portland, M. C. Ry. to Didswell Jet., Q. C. Ry. to Quebec, I. C. R. to Halifax. If all rail St. John to Boston, add \$3.50.	

TOUR No. 78 - Halifax to St. John, Boston, Fall River, New York, Albany, Buffalo, Niagara Falls, Toronto, Montreal, Quebec, Halifax. 49 65

ROUTE.—I. C. R. to St. John, I. S. S. Co. to Boston, O. C. Ry. to Fall River, Fall River Line to New York, Day Line to Albany, N. Y. C. & H. R. Ry. to Niagara Falls, Grand Trunk to Toronto, rail or water to Montreal, rail or water to Quebec, I. C. R. to Halifax. If all rail St. John to Boston, add \$3.50.

TOUR No. 79 - Halifax to St. John, Boston, New York, Albany, Montreal, Quebec, Halifax. 40 00

ROUTE.—I. C. R. to St. John, I. S. S. Co. to Boston, Fall River Line to New York, N. Y. C. & H. R. Ry. to Albany, D. & H. Co. to Rouse's Point, G. T. R. to Montreal, water or rail to Quebec, I. C. R. to Halifax, or *vice versa*. If all rail St. John to Boston, add \$3.50.

HOW TO REACH THE INTERCOLONIAL RAILWAY AT QUEBEC.

- Leaving Boston via Dudsell Junction and Sherbrooke to Quebec
- Leaving Boston via Portland and Sherbrooke to Quebec
- Leaving Boston via White Mountain Route to Quebec
- Leaving Boston via St. Albans and Montreal to Quebec
- Leaving Boston via Newport and Montreal to Quebec
- Leaving New York, up the Hudson River and rail to Niagara Falls; thence to Toronto and Montreal to Quebec.
- Leaving New York, via Niagara Falls and Thousand Islands, Montreal to Quebec.
- Leaving New York via the Green Mountain Route to Montreal, thence to Quebec.

HOW TO REACH ST. JOHN AND HALIFAX.

Tourists from Boston and New York who wish to reach St. John or Halifax can do so as follows:

Leaving Boston via International S. S. Co. direct to St. John, thence Intercolonial Railway to Halifax.

Leaving Boston via Yarmouth S. S. Co. to Yarmouth, rail to Halifax, thence rail to St. John.

Leaving Boston via Canada Atlantic & Plant S. S. Co. direct to Halifax, thence rail to St. John.

Leaving Boston via The all rail Line to St. John, thence Intercolonial Railway to Halifax.

Leaving New York—Tourists from New York will take all rail or Sound Lines to Boston, thence as above.

SIDE TRIPS OVER CONNECTIONS.

				SINGLE.	RETURN.
Albany, N. Y., to	New York, either direction, Rail	.....	\$3 10	\$	
"	Boston, "	"	4 50		
"	Saratoga, "	D. & H. Co	1 17	2 34	
Annapolis, N. S.	Digby, N. S., "	D. A. Railway	60	1 00	
Arichat,	Mulgrave, N. S., "	S.S. Rimouski	1 00	2 00	
Boston,	Montreal, "	*Direct Lines	9 00	15 50	
"	Portland, "	I. S.S. Company	1 00		
"	"	B. & M. Railway	2 50	4 50	
Chatham,	Fredericton, "	Can. Eastern Ry.	2 20	4 40	
Charlottetown,	Summerside, "	P. E. Island Railway	1 25	2 20	
"	Pictou, N. S., "	Charlottetown S.N.Co	1 50	3 00	
Cunso,	Mulgrave, "	S.S. Rimouski	1 75	3 50	
Dalhousie,	Carleton, "	S.S. Admiral	.....	1 50	
"	New Richmond, "	"	.....	2 50	
"	Bonaventure, "	"	.....	4 00	
"	Percé, "	"	.....	6 00	
"	Paspébiac, "	"	.....	5 00	
"	New Carlisle, "	"	.....	4 50	
"	Gaspé, "	"	.....	6 00	
Guyshoro, N. S.	Mulgrave, "	S.S. Rimouski	1 00	2 00	
Halifax,	St. John, "	via Annapolis (\$4.50 continuous passage)	5 25		
"	Boston, "	Can. Atl. & Plant S. Co.	7 00		
"	Annapolis, N.S., "	D. A. Rail'y. (\$3.00 continuous passage)	3 50		
Montreal,	Toronto, "	Rail or water	10 00		
"	Niagara Falls, "	Rail	11 50		
"	St. John, N.B., "	Short Line	13 00		
"	"	Portland and Str.	12 00		
"	Portland, "	Direct Lines	7 50		
Middletown, N.S.	Lunenburg, N.S., "	N. S. Central Ry.	2 20	3 70	
Mulgrave,	St. Peter's, C.B., "	Bras d'Or S.S. Co.	1 00	1 75	
"	Grand Narrows, "	"	1 40	2 10	
"	Baldeck, C.B., "	"	2 00	3 50	
"	North Sydney, "	"	2 45	3 65	
Mabou, C. B.	Pictou, "	S.S. St. Olaf	2 25	4 05	
"	Mulgrave, "	S.S. Rimouski	1 75	3 50	
Magdalen Islands,	Pictou, "	S.S. St. Olaf	.....	7 20	
New York,	Boston, "	Rail	5 00		
"	"	Water and rail	4 00		
Niagara Falls,	New York, "	N. Y. C. Railway	9 25		
North Sydney,	Channell & Codroy "	S.S. Harlow	.....	7 00	
"	Bonne Bay, "	"	.....	14 00	
"	Ingonish & Neil's Harbour	"	.....	4 00	
"	Bay St. George, either dir.	"	.....	10 50	
"	Bay of Islands, "	"	.....	12 50	
Ottawa,	Montreal, either direction, All rail, water or rail	.....	2 50	5 00	
Parrsboro, N. S.	Spring Hill Jet., "	C. Ry. & Coal Co.	1 00	1 50	
Parrsboro,	Kingsport, "	Evangeline Nav. Co.	75	1 20	

* Issue blank Tourist form as an exchange order on B. & M. Railway at Boston, or on C. P. Railway or Grand Trunk Railway at Montreal, for the desired transportation, and mark via "Direct Line."

When no return fare quoted, base on single journey fare each way.

SIDE TRIPS OVER CONNECTIONS Continued.

		SOUTH-WEST.	
		From.	To.
Point du Chêne,	Summerside, either direction	Charlton S. N. Co.	1.25 2.25
Port Hood,	Pictou, "	S. S. St. John's	2.00 3.00
"	Mulgrave, "	S. S. Rimonski	1.25 2.50
Quebec,	Portland, "	All lines	8.50 12.50
"	Montreal, "	Rail or water	3.00 5.00
Riv. du Loup,	Saguenay, "	R. & O. N. Co.	5.00
"	Edmundston, "	T. & N. Co.	2.75
St. John,	Boston, "	Atlantic S. S. Co.	10.00 16.00
"	"	"	5.00 9.00
"	Annapolis, "	Bay E. S. S. Co.	2.00 3.50
"	Digby, N. S., "	"	1.75 3.00
"	Portland, "	E. S. S. Co.	84.50 88.00
"	Fredericton, "	C. P. Railway	2.00
"	"	Can. Atlantic	1.00
"	Edmundston, "	C. P. Railway	7.10
"	St. Andrews, "	"	3.10 4.6
"	Eastport, "	E. S. S. Co.	1.00 2.25
"	St. Andrews, "	"	1.00 2.50
Yarmouth, N. S.,	Boston, "	Y. & N. Co.	2.00
"	Annapolis, "	D. A. R. Co.	2.00 3.50

When no return fare is quoted, based on the above rates.

INSTRUCTIONS TO TICKET AGENTS.

The foregoing Tours can be extended, and other Tours made up from the List of Side Trips over Connections herein and the Fares in Tourist Rate Memo. No. 403.

SUMMER TOURIST RATES, 1895.

Quebec Ferry Form 21 must be used when necessary for Ferry connections between Lewis and Quebec.

When Return Rates are given and no Return Tourist Form supplied, issue two Single Journey Forms at the Return Rate.

Tourist Forms are not to be used for local tours, but only in connection with through tours. When making up book, stamp each form and report each book separately.

For local return tours (going and returning same route) shown herein, use Summer Excursion Return Ticket.

Do not include under one cover the tickets of two or more persons, but supply each person with a separate book.

Use blank Tourist Form (T. Blank) to cover route for which you have not been furnished with regular single or return form.

Tourist Forms and Local Excursion Return Tickets can be issued between 1st June and 30th September, and are good for passage till 1st November, 1895.

JOHN M. LYONS,

General Passenger Agent.

RAILWAY OFFICE,

MONTREAL, N. B., May 1st, 1895.

TIME OF AND CONNECTION WITH FOREIGN LINES NOT GUARANTEED.

MEMORANDA.

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MEMORANDA

1. The first part of the memorandum discusses the general situation of the company and the results of the recent meeting. It is noted that the company has made significant progress in the past year, particularly in the area of research and development. The meeting was held on the 15th of the month, and it was attended by all members of the executive committee. The meeting was presided over by the Chairman, and it was a most successful one. The results of the meeting are as follows:

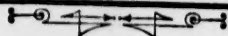
2. The second part of the memorandum discusses the specific details of the company's operations. It is noted that the company has a strong financial position, and that its assets are well protected. The company's income is derived from a variety of sources, and it is expected that this income will continue to grow in the future. The company's expenses are well controlled, and it is expected that these expenses will also continue to grow in the future. The company's overall financial position is strong, and it is expected that this position will continue to improve in the future.

3. The third part of the memorandum discusses the company's future plans. It is noted that the company has a number of projects in progress, and that it is expected that these projects will be completed in the near future. The company's future plans are ambitious, and it is expected that these plans will be successful. The company's future plans are as follows:

4. The fourth part of the memorandum discusses the company's current status. It is noted that the company is in a strong position to meet its obligations, and that it is expected that this position will continue to improve in the future. The company's current status is as follows:

5. The fifth part of the memorandum discusses the company's future prospects. It is noted that the company has a bright future ahead of it, and that it is expected that this future will be successful. The company's future prospects are as follows:

ROUND TRIP



TOURIST TICKETS,

SUMMER EXCURSION

AND

SEA BATHING TICKETS.

* *Good for Passage between the 1st of June and 31st of October, **

— *are For Sale at all the Principal* —

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JNO. M. LYONS,

General Passenger Agent,
Moncton, N. B.

MAY, 1895.